

## NASSAU CO. LEADS IN CARS PER CAPITA

There Is One Car to Every Nine Residents Over There.

A comparison of the number of motor vehicles to the population in each county in the State reveals some interesting features, chief of which is that Nassau county, with a car of some description for every nine of its residents, leads all other counties in this respect. According to the State census of 1915 Nassau county had a population at that time—and in the absence of any enumeration since—of 116,524. The registration of motor vehicle registration in counties, which has just been opened by the Secretary of State Francis M. Hugo shows a total of 12,752 cars registered from Nassau county. In the aggregate number of its cars Nassau county stands fourth in the country outside of New York, New Jersey, Connecticut, and Westchester counties, registering a larger number of cars, but it should be borne in mind that Buffalo, Rochester and Syracuse are located in three of the counties, while Westchester county is one of a large area and the home of many New Yorkers.

Second highest in the State this year is Albany, with Livingston counties, each of which shows a car for every eleven of its residents, while four counties, Cortland, Ontario, Putnam and Yates, lay claim to an automobile for every twelve persons.

In six counties, Allegany, Jefferson, Orleans, Wayne and Wyoming, the present registration, according to the latest figures, does not reach such proportions as to show a car for every thirteen inhabitants. There are also six counties having a car for every fourteen residents, these being Chemung, Essex, Greene, Lewis, Seneca and Tompkins. When it comes to an automobile for every fifteen residents eight counties are found, Broome, Delaware, Herkimer, Madison, Onondaga, Oswego, Schenectady and Sullivan.

Picking out the ratio of cars to population further brings to light that there are nine with a car for every sixteen of its enumerated inhabitants; this division including Cayuga, Dutchess, Monroe, Orange, Rockland, St. Lawrence, Schoharie, Tioga and Westchester. There are four more counties having a car for every seventeen persons, these being Chenango, Fulton, Oneida and Steuben, with something from a Remington to a Flivver for every seventeen persons; three counties, Chemung, Rich and Seneca, with a car for every group of eighteen, while Herkimer and Warren have a car for every nineteen persons.

There are four more counties having a car for every twenty persons, these being Clinton, Franklin, Oswego and Washington, one on a par. Saratoga and Schenectady have a car for every twenty-one, Montgomery for every twenty-three residents, Rensselaer one for every twenty-four, Richmond one for every twenty-five, Albany one for every twenty-six, Ulster and Queens one for every thirty inhabitants.

**HUDSON CAR HAS PRESTIGE.**

**SUPER-SIX Approved Choice of More Than 50,000 Owners.**

**Prestige**—The dictionary explains it as authority based on past achievements. It also explains the prestige that has been won by one motor car manufacturer this year—the Hudson.

The advent of the Hudson Super-Six was the occasion for great deal of curiosity at the New York show two years ago. People were more or less sceptical of what this much vaunted car would do. No one, it is safe to say, except a few, put the small light sedan down on the market as the staged advance in the automobile trade of the year. N. Willys, president of Willys-over-Hudson, in his recently in commenting upon its many year record usage.

It is virtually an outdoor home, warm, luxurious and adaptable to every condition of weather throughout the year. With its elegantly styled, dustproof and waterproof windows it matches both the rigors of winter weather and affords comfort and security from the sudden dashing shower.

"And yet, in a moment's time all this is changed. By dropping the glass window this car affords free access to the balmy breezes of spring and summer,

first the car was subjected to all sorts of the severest endurance trials; a new transmission, a new motor, and still more. Last year the Super-Six was put on the speedway, and it triumphed.

Now, with the laurels of demonstrated power, speed and the most coveted of all, supreme endurance, Hudson claims prestige, and gives us further authority the approval of 50,000 Super-Six owners. Not the claims of a day or a single year but the record of over seven years of uninterrupted advancement is the foundation on which Hudson was built.

**KING 8 OFFICIALS IN TOWN.**

COME FROM DETROIT TO PERFECT IMPORTANT PLANS.

General Manager B. J. Siegfried and H. D. McMillen, secretary and treasurer of the King Motor Car Company of Detroit, are in the city conferring with local King 8 interests on important plans for King business.

**WISE MOTORISTS BUY NOW.**

**STOVE SHOWS THAT PRICES MUST GO UP.**

The first few days of warm weather convinced every automobile man in the country that the demand for motor cars will increase, but it is not in excess of the supply," says George Stove, president of the Mitchell Motor Car Company of New York.

"When demand exceeds supply, even under normal conditions, that means increased prices. But when demand exceeds supply under war time conditions it is pretty hard to predict just how much price will increase. We expect such proportions as to show a car for every thirteen inhabitants. There are also six counties having a car for every fourteen residents, these being Chemung, Essex, Greene, Lewis, Seneca and Tompkins. When it comes to an automobile for every fifteen residents eight counties are found, Broome, Delaware, Herkimer, Madison, Onondaga, Oswego, Schenectady and Sullivan.

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**LATEST OVERLAND "THERMO SEDAN."**

WESTON SIX PRICES ADVANCE.

Prices of Weston Sixes will be increased by \$250. This increase makes the new price of this model \$2,150. The 2½ horse-power makes the new price of this model \$1,750 for the five passenger.

The new features include Columbia, Fulton, Oneida and Steuben, with something from a Remington to a Flivver for every seventeen persons; three counties, Chemung, Rich and Seneca, with a car for every group of eighteen, while Herkimer and Warren have a car for every nineteen persons.

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## BRAKE INSPECTION A REAL NECESSITY

**Importance of Quick Stops and Safety Emphasized by War Work.**

Uncle Sam is not overlooking the importance of efficiency from every angle in the motor transport and ambulance division of the army. These machines must stand a wear and tear probably never given to motor driven vehicles since their birth as an established necessity in every day and international life.

One of the most important factors entering into the war analysis of a motor truck ambulance, which will eventually see service "Somewhere in France" is the estimation of motor officers, the efficiency of the brakes.

The motors, especially the trucks, must travel a matter of hundreds of miles back and forth from the front and the most difficult surroundings. It has been stated on authority that for three hundred miles up and down the fighting front there is an almost continual stream of trucks, ambulances, carriers and motor vehicles, each doing its perfect working and hundreds of summits to be made almost daily.

Brakes form only a background for truly more important states when the road becomes rough, the beams being itself. Thousands of miles of roads being used daily by the Government, and every day for the same amount of time, the roads are becoming worse.

Trucks made under the thermal hydraulic compressed process is said to be regarded as best adapted to military use in a large amount of its moisture and best retaining qualities.

"Then in the second place the change in the ratio of passengers to the size of the car, making the weight of the car, and the number of passengers, makes the new price of this model \$2,150. The 2½ horse-power makes the new price of this model \$1,750 for the five passenger.

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and the greater speed and carrying capacity of the Smith Form-a-Truck increase your trade radius.

It easily covers three times your present delivery area if you are using horses.

Larger territory—more customers—quicker deliveries—less expense.

For all makes of cars.

Investigate these claims.

**COLE & DIXON, Inc.**

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**Smith Form-a-Truck Covers 3 Times The Area**

**Increase Your Business**

Use the **Smith Form-a-Truck**

One-Ton Universal \$400

Two-Ton Universal \$600

One-Ton Standard \$350

**Smith Form-a-Truck Covers 3 Times The Area**

**Horses Stop Here**

## Short Cuts to Repairs

**Device for Preventing Grease From Reaching the Brake Drums for Ford Cars.**

Figure 1 illustrates a device which will eliminate any trouble caused by grease leaking into the brake drum.

Remove the wheel that is leaking grease, taking off the axle cap and felt washer. Pull out the roller bearing and insert a piece of cotton waste, by winding it loosely around the axle shaft. Push the waste in until beyond the bearing case, using a quarter-inch or three-eighths inch rod. Then replace the bearing axle cap, putting on new felt washers, then the wheel.

—H. E. Hurley, Saguenay, Quebec, Canada.

**A Handy Device for Washing Gears.**

A very handy tub can be made by building a drawer of galvanized sheet about eighteen inches in width and six inches deep, and as long as the bench will accommodate. This drawer should have a reinforcement rim at the top and bottom, and a quarter-inch by one-and-one-half inch hexagonal bar, extending entirely around the outside. This strip will surround the drawer on ground slides under the bench, and can also be used to carry the tub to another location. When not in use the tub can be pushed under the bench, which prevents dirt from gathering in the oil. Figure 2 illustrates this device.

Figure 3 shows a device for removing hub caps.

—J. D. West, auto Sales Garage, Sioux, Iowa.

**A Service Lamp Holder.**

A trouble-light can easily be attached to the storage batteries. Fasten two small hardwood blocks into shape, as shown in illustration, Figure 6. Secure these together by means of a hinge and cut a slot in the top piece.

Drive a nail into the bottom section. Join these pieces by means of a light coil spring, strong enough to keep the clamp closed. Flatten the end of a one-quarter inch rod and insert into the end of the long block of the clamp. This rod may be any desired length. On the other end of this rod, solder a small clip, made from a wire steel, which will snap on and grip the bulb socket.

By means of this clamp, the light can be connected almost anywhere.

—M. A. O'Conor, Central Hotel, Toledo, Ohio.

**ENGLISHMAN PRAISES MERCER.**

An English engineer of recognized authority, writing for one of the motor car journals a short time ago, gave his impression of Mercer cars, and his review proves the the engineer which he excels in handling the subject. The following extracts will give a fair idea of his opinion and add to confidence in getting in or out when driving up next the sun.

"The Mercer car is well known in the automobile world that is very nearly unique. It is one built for a class of buyer that is not very large, and it is thus a machine which has left a few

direct competitors. The total number of cars being built in America for this class of buyers is reckoned to be reckoned in hundreds rather than in thousands.

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